

# **MANAGEMENT AND ADMINISTRATION OF THE ROAD SYSTEM**

## **ROLE OF THE ROAD ADMINISTRATIONS IN AN INTEGRATED TRANSPORT SYSTEM**

Thursday 23 October 2003 (8.30 - 12.00 a.m.)

### **SESSION AGENDA & INTRODUCTORY REPORT**

# Session Agenda

## 1. Introduction

Dr. Gerold ESTERMANN (PIARC ST4 Coordinator/AUSTRIA)

## 2. Presentation

### a) Roads within an Integrated Transport World: A Road User Perspective

Dr. Ken OGDEN (Royal Automobile Club of Victoria/AUSTRALIA)

### b) Roads within an Integrated Transport World

Mr. Björn DOSCH (ADAC/GERMANY)

### c) Road Freight Transport in an integrated transportation

Mr. Anders LUNDQVIST (Chairman of PIARC C19 Committee/SWEDEN)

### d) Intermodality

Mr. Alain FAYARD (Member of PIARC C9 Committee/FRANCE)

### e) Integrated transport an ideal goal or a magic formula

Mr. Paul van der KROON  
(Member of PIARC C15 Committee/THE NETHERLANDS)

### f) Road Management in an Integrated Transport System in Japan and the terms of reference for the new Strategic Theme 1

Mr. Keiichi INOUE (Member of PIARC Executive Committee/JAPAN)

## 3. Discussion

## 4. Conclusions and Closure

Dr. Gerold ESTERMANN (PIARC ST4 Coordinator/AUSTRIA)

# CONTENTS

Contents .....	3
The aim and purpose of the strategic direction session .....	4
Problems and Questions on the Theme .....	5
Content and Structure of the Session.....	6
Thematic structure .....	6
Selecting reporters/speakers .....	6
Structure and date of the session .....	7
Structure .....	7
Duration.....	7
Opportunity to get involved / join the discussion .....	7
Summary.....	7

# THE AIM AND PURPOSE OF THE STRATEGIC DIRECTION SESSION

In its Strategic Plan for 2000-2003, the World Road Association (PIARC) set itself the goal of becoming the world leader in the provision of information on roads and road transport policy and practices in an integrated sustainable transport context. PIARC has selected its 5 Strategic Themes so as to reflect the complexity of the transport system.

Strategic Theme 4 (ST4) is 'Management and Administration of the Road System'. The aim of the four Technical Committees working within ST4 is to improve the performance of road administrations in the provision, operation and management of the road infrastructure and its use in accordance with international best practice.

The following are just some of the issues that have been dealt with by ST4 technical Committees:

- Developing, improving and implementing asset management processes
- Management and technology systems within an integrated transport system
- Effective coordination between network managers, operators and the community
- Making more efficient use of the road budget
- Introduction of new forms of road financing, introduction of road pricing
- The role and application of Public/Private Partnerships in the provision, operation and maintenance of the road network.

The results of the Committees' work will be presented by the individual Committees at the World Road Congress, where they will be dealt with exclusively from the point of view of those responsible for the roads and road transport policy. The strategic integration of the road network into the overall transport system will remain a background issue at the World Road Congress.

At the four Strategic Direction Sessions, on the other hand, issues that have already been dealt with individually by the Committees will be discussed in a broader context. This means that the aims of the ST4 session are:

- Above all, to cover future-oriented topics. How do forward-thinkers view the role of the road sector within an integrated transport system?
- The content should be of a transport/political nature;
- The content of the topics dealt with should go far beyond the concerns of roads and road administrations and cover the entire traffic and transport sector;
- The role of the road in integrated transport should be examined from as many different viewpoints as possible; e.g. from the point of view of transport policy, administration, the transportation sector, science and organisations that represent the user (e.g. drivers' clubs) etc;
- The aim is to give the session as international a framework as possible.

There should be no duplication of the themes being covered by the PIARC Technical Committees (e.g. C9, C15, C19).

# PROBLEMS AND QUESTIONS ON THE THEME

Traffic, particularly road traffic, is continually growing. In addition, it increasingly crosses acceptable environmental, economic and financial thresholds. One desirable approach would certainly be the integration of the various transport modes.

- Integrated transport is increasingly becoming an ideal target or magic formula for solving traffic problems. Are these high expectations justified?
- What tasks will roads/road transport face in this regard in the future?
- How are road transport and road administrations reacting to these challenges?
- Which will be more successful: the private or the public sector?
- How will the modal split change within the framework of an integrated transport system?
- What demands are made by the user?
- Will there be intermodal corridors in which the individual modes of transport supplement each other?
- How significant will intermodal junctions be at local, regional and international level?
- To what extent is interoperability a prerequisite for intermodality?
- How interoperable must our toll collection systems be in future (in terms of technology and tolls)?
- To what extent are modern transport logistics and supply chain management considerations and their consequences already being integrated into 'traditional' traffic planning?
- How will the planning, construction and operation of networks, corridors and junctions be financed in future, by cross financing?

These are just some of the questions that arise when tackling the Strategic Theme 'Roads within an Integrated Transport World'. It would appear that the number of questions is greater than the number of available answers. On the other hand, the expectations in integrated transport systems continue to grow. An increasing number of states have decided to replace their traffic avoidance policies and policies of shifting traffic from one mode to another with an integrated transport policy. The environment-driven aim of transferring traffic from the road to the rail network has not proven as successful as originally predicted and anticipated. So what hope is there for the success of an integrated transport policy in the future? The future of road transport policy and road construction policy is closely linked to the answers to these questions. After all, roads will remain the most important traffic infrastructure in the future.

This is why it is important that as the world leader in the provision of information on roads, PIARC must now closely examine the future status of roads in intermodal transport. Today, it is already clear that issues like integrated transport, intermodality, interoperability and logistics will play an even greater role in PIARC's work in the future. This is why it is hoped that the sessions' strategic output will have an important influence on PIARC's Strategic Plan for the coming years.

# CONTENT AND STRUCTURE OF THE SESSION

## Thematic structure

- Definitions: By way of introduction, it will be necessary to deal briefly with definitions and the limitations/overlap of terms like 'integrated transport', 'intermodal transport' and 'combined transport'.
- Modal split: The status of a transport mode (such as roads) in the overall transport system is best defined using its percentage share of the total traffic volume: i.e. by the modal split. It will be important to discuss how the modal split in various states and regions will develop in terms of changes in transported goods and transport habits. This issue is closely related to the question of actual opportunities for shifting traffic from the road to the rail network.
- Integrated transport policy: intermodality and interoperability are closely linked to an integrated transport policy. For this reason, the session will devote plenty of time to the discussion of the aims, value and purpose of integrated transport. To get the most comprehensive overview possible, speakers from different sectors, professions, countries and continents will take part.
- Intermodality in freight transport and intermodality in passenger transport: In view of the very different requirements and solutions of each of these sectors, it will be necessary to differentiate between freight and passenger transport. Moreover, to ensure a broad spread of answers, it is important that both passenger and freight transport—where possible all five modes (road, rail, waterway, air and pipeline)—are dealt with, and as many examples as possible from various countries and regions with different developments are mentioned.

## Selecting reporters/speakers

It is envisaged that four or five invited speakers will take part. The speakers will be drawn partly from the relevant PIARC Committees and partly from outside PIARC. Where possible, each of the speakers should focus on the main theme from one of the following five viewpoints:

1. From the viewpoint of a scientist with visionary ideas about the future of transport and traffic,
2. From the viewpoint of the road operator's road administration,
3. From the viewpoint of economics, including statements on traffic financing and transportation taxes,
4. From the viewpoint of passenger transport road users; to this end, a representative of a drivers' club will participate,
5. From the viewpoint of the private freight transport sector.

## Structure and date of the session

### Structure

- brief introduction and overview by the chairman (ST4 coordinator)
- 2-3 reports
- discussion of reports
- break (15 minutes)
- 2 reports
- discussion of reports
- brief summary by the chairman

### Duration

Because the total duration of the session is limited to three hours and the organisers are expecting a comprehensive discussion, each speaker is limited to a speaking time of 25 minutes.

## Opportunity to get involved / join the discussion

The speakers' papers will not be available or published before the congress. As a result, the first opportunity to examine the reports will be at the session itself.

Because a large part of the session will be devoted to an open discussion, you are cordially invited to take part in this discussion. Please refer to points 1, 2 and 3 for its fundamental targets, contents and issues. If you would like to make a contribution before the Congress, please do not hesitate to contact me as chairman of ST4. I am very interested in your expertise and your opinions.

Contact me:

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## Summary

It is intended that the session's papers and the results of the discussions will be printed in various PIARC publications at some time in the future.